

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA16 | Ladbroke and Southam

**Community data (CM-001-016)**

Community

November 2013

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Department  
for Transport

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# Appendix CM-001-016

Environmental topic:	Community	CM
Appendix name:	Community baseline data	001
Community forum area:	Ladbroke and Southam	016

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# 1 Introduction

1.1.1 The community appendices for the Ladbroke and Southam community forum area (CFA16) comprise:

- community impact assessment record sheets for construction (Section 2); and
- community impact assessment record sheets for operation (Section 3).

1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5 community map book.

## 2 Community impact assessment record sheets for construction

### 2.1 St. Peter's Church

Table 1: St. Peter's Church community impact assessment record sheet

<b>Resource name</b>	St. Peter's Church
<b>Community forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Community infrastructure – place of worship
<b>Resource description/profile</b>	The church is located in the village of Wormleighton. The church serves the village primarily with some joint services held from time to time with parishes to the east such as at Upper and Lower Boddington and Priors Hardwick. The church offers one-two services a month and the majority of people who attend the service are reported to walk.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Wormleighton Road and Stoneton Lane will require temporary road closures for tie-in works. Traffic management measures are to be employed during the works. Construction traffic will be routed through the village. Minor diversions of footpath SM116a and bridleway SM116 are proposed. Construction of footbridge for footpath SM101 will require temporary closure or rerouting for 4 months. The effect on the church will be to alter accessibility to the facility from the parish.</p> <p>Duration of impact: Highway and footpath closures are to tie in with permanent realignments of the Banbury Road, SM116a and SM116 footpaths are not expected to exceed more than a few days in duration. Construction of the new online footbridge for footpath SM101 will require a temporary minor rerouting of 280m for 16 months.</p>
<b>Assessment of magnitude</b>	Low: The closures are limited to a day to facilitate highway tie in works, although there is likely to be a period of minor disruption, associated with road realignment works. The 16 month rerouting of SM101 is likely to affect only a limited proportion of the Church's catchment area and is therefore also assessed as having a low magnitude of impact. The magnitude of potential isolation of the Church and its catchment is low.
<b>Relevant receptors</b>	Church congregation and visitors
<b>Assessment of sensitivity of receptor (s) to impact</b>	<p>Effect: temporary disruption to journeys to the church along local highways and footpaths</p> <p>Low: The works have the potential to affect a very small proportion of the Church's catchment to the east, the duration of which is short term in nature (limited to a couple of days)</p>
<b>Significance rating of effect</b>	Negligible – not significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant.



## 2.2 Users of Oxford Canal Walk (SM200) and Towpath

Table 2: Oxford Canal walk and Towpath community impact assessment record sheet

<b>Resource name</b>	Oxford Canal Walk (SM200) and Towpath
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	<p>The Oxford Canal Walk is a 77 mile long-distance path, which follows the waterway from Oxford to Hawkesbury. The section of the path in question follows the sinuous course of the canal between Wormleighton and Priors Hardwick. The path is located along the northern canal banks and is made up of hard standing and unmade ground. It is enclosed by grass at both sides, and bounded by trees and hedgerows to the north and the canal watercourse to the south. There are few crossing points along this section, which makes this a linear rather than a circular walking route.</p> <p>The Proposed Scheme crosses the Oxford Canal about 1km to the north of Wormleighton and approximately 150m of the canal and towpath are within the area identified as being required for the construction and operation of the Proposed Scheme.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of use</b>	<p>Impact: part of the walk and towpath fall within the area of land required temporarily and permanently for the Proposed Scheme. The north bank will be maintained as a footpath and towpath throughout the construction period. There is therefore no impact with regards to loss of use.</p> <p>Duration of impact: Permanent</p>
<b>Assessment of magnitude</b>	Magnitude: There is no effect on the function of the resource therefore the assessment of magnitude has not been carried out.
<b>Relevant receptors</b>	Users of the Oxford Canal Walk and towpath.
<b>Assessment of sensitivity of receptor (s) to impact</b>	<p>Effect: Potential loss of use.</p> <p>Sensitivity: There is no effect on the function of the resource therefore the assessment of sensitivity has not been carried out.</p>
<b>Significance rating of effect</b>	N/A
<b>Impact 2: Amenity</b>	<p>Impact: users of the canal and towpath are likely to experience visual impacts from the nearby construction work site, the adjacent construction compound and the operation of construction plant and machinery.</p> <p>Duration of impact: Works are anticipated to last 9 months.</p>
<b>Assessment of magnitude</b>	Negligible: The route is only affected by one significant residual environmental effect (visual), therefore no "in combination" effects exist. .
<b>Relevant receptors</b>	Users of the Oxford Canal Walk and towpath.

<b>Assessment of sensitivity of receptor (s) to impact</b>	<p>Medium: There are other alternative footpaths in the area, some of which (including the Grand Union Canal Walk) follow the canal waterways; however, there is no off road alternatives available to the cyclist. The resource is located in an area which has been assessed as being of a high tranquil nature and having very good access to the strategic footpath network.</p> <p>Additionally, the resource has limited capacity to absorb the amenity effects given that no realigned routes are proposed to a linear walking route.</p> <p>The resource appears to be a highly valued and a well used resource. The open space survey results recorded 21 pedestrians and 34 cyclists using the tow path.</p> <p>The users of the canal towpath are considered to be of high sensitivity as user enjoyment will be impaired in the immediate vicinity of the construction works and operational rail crossing.</p>
<b>Significance rating of effect</b>	<p>Effect: Change to amenity for the users, and the tranquil nature, of the PRoW.</p> <p>Negligible – not significant</p>
<b>Proposed mitigation options for significant effects</b>	<p>Impact 1: No further mitigation identified.</p> <p>Impact 2: No further mitigation identified.</p>
<b>Residual effect significance rating</b>	<p>Impact 1: N/A</p> <p>Impact 2: Negligible – not significant</p>

## 2.3 Chapel Bank Cottage

Table 3: Chapel Bank Cottage community impact assessment record sheet

<b>Resource name</b>	Chapel Bank Cottage
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Chapel Bank Cottage is isolated rural dwelling which is located to the south-east of Southam. Access to Chapel Bank Cottage is gained via an unnamed track, leading south-west from Welsh Road. The unnamed track is proposed to be used for access to the satellite construction compound, which will be used to construct the overbridge at Lower Radbourne Farm.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Chapel Bank Cottage is surrounded by land which is required for the Lower Radbourne North viaduct and embankment, together with associated mitigation landscaping, and the upgrading of the existing track for access to a proposed balancing pond. Land is permanently required from the residential curtilage of this property.
<b>Assessment of magnitude</b>	Negligible: The receptor comprises a single residential property, which is negligible in the context of the community assessment.
<b>Relevant receptors</b>	Residents of properties at Chapel Bank Cottage
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Effect: Permanent loss of land from the residential curtilage of Chapel Bank Cottage  Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.4 Five properties at Radbourne

Table 4: Five properties at Radbourne community impact assessment record sheet

<b>Resource name</b>	Five properties at Radbourne
<b>Community forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	<p>Five residential properties at Upper and Lower Radbourne, Courtyard House at Paxhall Farm, Courtyard House, the Hall at Paxhall Farm and nos. 1 &amp; 2 Upper Radbourne Cottages are single isolated rural dwellings. They are located between Priors Hardwick (3.6 miles to the south-east) and Southam (3.8 miles to the north-west).</p> <p>Access to these properties is gained via an unnamed tracking leading south-west from Welsh Road. The unnamed track is proposed to be used for the duration of the construction period as a means of access to the Lower Radbourne Satellite Compounds (north and south), which will be used to construct the accommodation overbridge at Lower Radbourne Farm.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity</b>	<p>Impact: The unnamed track is proposed to be used over the duration of the construction period as access to the satellite construction compound, which will be used to construct the accommodation overbridge at Lower Radbourne Farm. The properties will be affected by an increase in traffic combined with visual disturbance associated with activities at the compound and are predicted to result in significant amenity effects for the residents of these properties.</p> <p>Duration of impact: These effects are temporary in nature, the duration of which is about 12 months during construction of the overbridge.</p>
<b>Assessment of magnitude</b>	Medium: The magnitude of impact is medium which combines a traffic increase along the unnamed track with visual impacts arising as a result of construction activities.
<b>Relevant receptors</b>	Residents of five properties at Lower Radbourne
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of all residential receptors is considered to be high
<b>Significance rating of effect</b>	<p>Effect: Noise and visual disturbance leading to the change in amenity for some of the properties and residents at Upper Radbourne.</p> <p>Major adverse – significant</p>
<b>Proposed mitigation options for significant effects</b>	None identified
<b>Residual effect significance rating</b>	Major adverse – significant

## 2.5 Ladbroke Village

Table 5: Ladbroke Village community impact assessment record sheet

<b>Resource name</b>	Ladbroke Village
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Residential properties at Ladbroke, which is a village located along the A423 Banbury Road, approximately 2.2 miles to the south of Southam. The residents of Ladbroke rely on Southam for primary and secondary schooling and medical facilities.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: The Proposed Scheme requires new overbridges to be built on both the A423 and the B4451 to carry these roads over the railway. The roads will remain open during these works, except for a single half-day or overnight closure that will be required in each case during the tie-in of the new carriageways. However, as explained in the traffic and transport section of this report (Section 12) a significant increase in HGV construction traffic is predicted along the A423 to the south of Southam, some of which will be turning in to the temporary compound sites just off the A423 Banbury Road at Harp Farm. In addition, material being moved along the construction haul route which runs parallel to the railway works, will also have to be transported across the A423 Banbury Road in the vicinity of Harp Farm and across the B4451 Kinton Road south of the industrial estate, which will interrupt traffic flows until completion of the new bridges. As the overbridges on the A423 and the B4451 are expected to be built at the same time, there will be no alternative routes for residents of Ladbroke to take to avoid the works during the 12 month overall construction period.</p> <p>In addition, PRow SM33, which runs from Ladbroke to Southam, will also need to be diverted during construction of the Proposed Scheme.</p> <p>Duration of impact: The duration of the impact is limited to a couple of days to facilitate tie-in works. The total duration of the overbridge works is 12 months.</p>
<b>Assessment of magnitude</b>	Negligible: While roads and footpaths will only be closed for a few days during tie-in works, the magnitude of effect is assessed as negligible reflecting the minor temporary disruption associated with this diversion and realignment works.
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: Whilst it is recognised that the PRowS are unlikely to be used by children walking to school, it nevertheless provides an alternative for those wishing to avoid using their cars. Taking the combination of all of these factors in to account the construction works are likely to create both a real and a perceived barrier to journeys for the local community.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.6 Users of the Harry Green Way (SM90)

Table 6: Harry Green Way (SM90) community impact assessment record sheet

<b>Resource name</b>	Harry Green Way (SM90)
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource description/profile</b>	<p>The Proposed Scheme will cross the route of the Harry Green Way a 21 mile circular walk made up of a number of PROWs. Footpath SM90 crosses the Proposed Scheme to the east of Ladbroke village at Windmill Hill. The PROW at this location lies within the Radbourne and Ironstone Fringe LCA which has been assessed as having a high level of tranquillity.</p> <p>The Proposed Scheme will also cross the route of the Harry Green Way at footpath SM19 as it passes through Bascote Heath. This lies within the Southam Village Farmlands LCA which has been assessed as having a high level of tranquillity.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity (crossing point A)</b>	<p>Impact: A short section of the route is impacted by visual and noise effects owing to the presence of construction activity, specifically construction and temporary operation of the Windmill Lane Farm Overbridge Satellite Compound, offline farm access realignment works and a new overbridge construction, engineering earthworks (cut excavations in escarpment) and operation of the scheme.</p> <p>Duration: The route will be used for up to 17 months during the construction of the overbridge and use of the lower Radbourne farm satellite compound.</p>
<b>Assessment of magnitude</b>	Low: A combination of visual and noise disturbance would be experienced during the construction period, however, the noise effects are not significant and the magnitude of impact is therefore assessed as low.
<b>Relevant receptors</b>	Users of the Harry Green Way.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: The resource is considered to be moderately used and a valued resource with limited ability to absorb change. During the construction period the works can be phased to maintain a route through or around the construction area, thus avoiding the need for any temporary closures of this recreational route.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.7 The Bungalow at A423 Banbury Road

Table 7: The Bungalow at A423 Banbury Road community impact assessment record sheet

<b>Resource name</b>	The Bungalow at A423 Banbury Road
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	The Bungalow is located along A423 Banbury Road falls within land which is permanently required as part of the Proposed Scheme.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land – Demolition</b>	Impact: Demolition
<b>Assessment of magnitude</b>	Negligible: The demolition of a single residential property is negligible in the context of the community assessment.
<b>Relevant receptors</b>	Residents of properties at Bungalow at A423 Banbury Road
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.8 Nine dwellings at Banbury Road in the vicinity of Starbold Farm and Harp Farm

Table 8: Nine dwellings in the vicinity of Starbold Farm and Harp Farm community impact assessment record sheet

<b>Resource name</b>	Nine dwellings at Banbury Road in the vicinity of Starbold Farm and Harp Farm
<b>Community forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	<p>Nine dwellings in the vicinity of Starbold Farm and Harp Farm, Banbury Road Southam. These properties are individual residential properties that are located along the A423 Banbury Road, approximately 1.1 miles to the south of Southam. The properties that will be affected are The Archers Rest, Harp Farm and the Oaks, which are situated on the east side of the A423 Banbury Road to the south of the Proposed Scheme; and Starbold Farm, The Stone House, The Loft, Starbold Cottage, Field End and Field View, which are situated on the west side of the A423 Banbury Road to the south of the Proposed Scheme.</p> <p>All properties rely on Southam for day-to-day services including primary and secondary schooling and medical facilities.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>The residential curtilage of the Oaks, the dwelling at Harp Farm and the Archer's Rest fall within land which is permanently required for the Proposed Scheme.</p> <p>Duration of the impact: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The loss of land from the residential curtilage of three residential properties is negligible in the context of the Community assessment.
<b>Relevant receptors</b>	Residents at The Oaks, Harp Farm and the Archers Rest.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Impact 2: Isolation</b>	<p>Impact: The properties main routes to Southam are crossed by the Proposed Scheme including the A423 Banbury Road and B4451 Kineton Road, which will be realigned to cross the scheme via two new overbridges. Similarly the SM33 and SM 90 footways are proposed to be diverted to cross the proposed Scheme, The Banbury Road / Southam Road realignment and overbridge and the Windmill Lane Works will overlap.</p> <p>Duration of impact: The duration of the effect is limited to a couple of days to facilitate tie in works between existing and proposed highway and footways.</p>
<b>Assessment of magnitude</b>	Low: While roads and footpaths will only be closed for a few days during tie-in works. Those on the east side of the A425 Banbury Road would incur an additional diversion to reach the Banbury overbridge via the realigned A423, whilst those at Starbold Farm would be affected by the permanent diversion of PRoW SM33, would also add to journeys made to Southam on foot. Overall, the increased journey lengths are likely to deter travel to Southam by pedestrians.
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The receptors are highly dependent upon access to Southam for day to day needs such as shopping, primary/secondary schools and GPs. Journeys to school and GPs in Southam affected thus impacting on vulnerable groups. Survey results suggest daily use of footpaths is predominantly for leisure and dog walking.
<b>Significance rating of effect</b>	Moderate adverse – significant



<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified. Impact 2: No further mitigation identified.
<b>Residual effect significance rating</b>	Impact 1: Minor adverse – not significant Impact 2: Moderate adverse – significant

## 2.9 Southam United Football and Bowls Club

Table 9: Southam United Football and Bowls Club community impact assessment record sheet

<b>Resource name</b>	Southam United Football and Bowls Club
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource description/profile</b>	<p>Southam United Football and Bowls Club is located along the A423 Banbury Road, on the southern edge of Southam. The ground includes 1 (one) quality football pitch with floodlights, the main pitch, which has perimeter boards around it and has a covered and seated stand for supporters with capacity for 150 spectators. The 'junior pitches' can be configured in a variety of ways but at present they have 2 full size pitches, 4 mini soccer pitches and a training area. The facility's club house available for hire, and there is car parking for up to 80 people.</p> <p>The bowls Green is located to the rear of the main club. The Bowls club has around 50 members and is involved in around sixty (60) fixtures per season. Events during the season include 3 Charity Galas, a 4 day Annual Tour, the Annual Duck Race and a Presentation Dinner Dance.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity</b>	<p>Impact: There will be a change in amenity as a result of an increase in construction traffic on the A243 Banbury Road and visual impacts as a result of construction of the road alignment works.</p> <p>Duration: 11 months</p>
<b>Assessment of magnitude</b>	Low: The club will experience visual impacts from the road realignment works and increase in traffic flows however the sporting activities are able to continue unaffected.
<b>Relevant receptors</b>	Users of Southam Football and Bowls Club
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: Active sports activities are considered to have high capacity to absorb the change of amenity.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Impact 2: Loss of land</b>	<p>Impact: Works to realign the A423 Banbury Road would require permanent use of land from the boundary of the Football Club, along its frontage with Banbury Road. This is required to reinstate the hedgerow along the club's road frontage upon completion of the highway works.</p> <p>Additional land is required along between the Club's main pitch between the main pitch and its junior pitches for the permanent diversion of footpath SM33. The footpath will be diverted to enter via the Club's main entrance across the site on land between the main pitch and the junior pitches to exit onto the Banbury Road A243 at the Club's main entrance.</p> <p>Duration: Permanent</p>
<b>Assessment of magnitude</b>	Medium: The loss of land from the Club's eastern perimeter is likely to cause some slight inconvenience for the Club but would not impact on the main pitches or overall functionality of the resource, the magnitude of which is assessed as low.
<b>Relevant receptors</b>	Users of Southam United Football and Bowls Club.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: The resource is a well valued local resource with limited comparable facilities in the area. The Club makes full use of the land that it available to it, within its existing ownership boundary, and the loss of land has the potential to constrain flexibility if the club is required to change how they organise the pitches.
<b>Significance rating of effect</b>	Minor adverse – not significant

Proposed mitigation options for significant effects	Impact 1: No further measures identified
	Impact 2: No further measures identified
Residual effect significance rating	Impact 1: Negligible – not significant
	Impact 2: Minor adverse – not significant

## 2.10 Southam Rugby Football Club

Table 10: Southam Rugby Football Club community impact assessment record sheet

<b>Resource name</b>	Southam Rugby Football Club
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource description/profile</b>	Southam Rugby Football Club is located on the southern edge of Southam. It is accessed from the B4115 Ashow Road and is bounded by open fields at all sides with the exception of the north, where it abuts a single isolated rural dwelling (Old Coach House). The Rugby Football Club comprises four rugby pitches, changing room and parking area. The Club holds organised rugby fixtures and training, including bi-weekly training. Most of the players and users of the Southam Rugby Football Club are likely to reside in the Southam area.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: The Club at Kinton would be affected by land required from its car park at the entrance to the site, during works to realign the B4451 Kinton Road and convert the existing carriageway into a local access for the Rugby Club and a small number of residential properties to the north. Despite the boundary of land required for the construction and operation of the Proposed Scheme encompassing the entrance to the Rugby Club, access to the site would be maintained throughout the works. A very slight strip of land from the boundary of the Club would also be required permanently to allow for reinstatement of the hedgerow along the club's Kinton Road frontage.</p> <p>Duration of the works: The land is required for the reinstatement of boundary vegetation and realignment works to the B4551 Kinton Road for a short period within the overall 12 month construction period, after which it will be reinstated to its previous use.</p>
<b>Assessment of magnitude</b>	Negligible: The consequential reduction in available parking spaces during the brief construction period would have a negligible impact on the overall functioning of the resource.
<b>Relevant receptors</b>	Users of Southam Rugby Football Club
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: The Rugby Football Club is a well used and valued resource, with limited comparable resources in the local area.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Impact 2: Isolation</b>	<p>Impact: Most of the players and users of the Southam Rugby Football Club are likely to reside in the Southam area, so that journeys to the club would be affected by works to construct the B4451 Kinton Road overbridge, nearby works to tie in the A423 Banbury Road to the new overbridge and the diversion of the A425 Leamington Road. There will be an overlap in the closures of the A423 Banbury Road and the B445 Banbury Road, which will be limited to a couple of days.</p> <p>Duration of impact: Temporary stoppages of the A423 Banbury Road and the B445 Kinton Road will be limited to a couple of days to facilitate tie in works with new sections of highway. The temporary diversion of A425 will be in place for two years, with stoppages again limited to tie in works between new and retained highways.</p>
<b>Assessment of magnitude</b>	Low: Temporary closures would only be required for very brief durations during the tie-in of new sections of carriageway and, although there will be minor disruption caused by highway works in this area; this affects a catchment which accesses the facility on a weekly or infrequent basis. The magnitude of the impact is assessed as low.
<b>Relevant receptors</b>	Users of Southam United Football and Bowls Club.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: The facility is generally used on a weekly basis or infrequent basis and, while most of the players and users of the Southam Rugby Football Club are drawn from the Southam area, alternative routes involving minor increases in journey times are available.

<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified. Impact 2: No further mitigation required
<b>Residual effect significance rating</b>	Impact 1: Negligible – not significant Impact 2: Minor adverse – not significant

## 2.11 The Old Coach House

Table 11: The Old Coach House community impact assessment record sheet

<b>Resource name</b>	The Old Coach House
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	The Old Coach House is an individual residential property that is located on the southern side of Southam to the north of Southam Rugby Football Club. This property in this location shares an access onto the B4451 Kineton Road in the southeast and Northfield Road in the east.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: The track which provides access to this property is crossed by the Proposed Scheme. It is proposed to be realigned in order to provide a new access to this property and associated mitigation landscaping. Some additional land will be required to facilitate works to the Proposed Scheme during the construction period. Consequentially, garden land from the residential curtilage of this property is partly within the area of land which is permanently required for the Proposed Scheme.</p> <p>Duration: Permanent</p>
<b>Assessment of magnitude</b>	Negligible: The loss of land from the residential curtilage of this property is negligible in the context of the Community assessment.
<b>Relevant receptors</b>	Residents of property known as the Old Coach House
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.12 St. Wulfstan Surgery and physio clinic

Table 12: St. Wulfstan Surgery and physio clinic community impact assessment record sheet

<b>Resource name</b>	St. Wulfstan Surgery and physio clinic
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Community Infrastructure – Health
<b>Resource description/profile</b>	<p>The surgery is located on Northfield Road near the A425 Leamington Road/B4451 Kinton Road junction. The majority of journeys to the surgery are likely to be made by car; however, there is also a pedestrian crossing at the eastern arm of the A425/B4451 roundabout, to facilitate journeys to Southam by foot.</p> <p>Users are likely to include a high proportion of more vulnerable groups, including young children or elderly. The surgery accepts patients from Southam town and the surrounding villages, including Bascote, Bascote Heath, Birdingbury, Broadwell, Chapel Ascote, Deppers Bridge, Eathorpe, Flecknoe, Grandborough, Harbury, Hill, Hunningham, Kites Hardwicke, Ladbroke, Leamington Hastings, Long Itchington, Lower Shuckburgh, Marton, Marston Doles, Napton, Princethorpe, Radbourne, Shuckburgh, Southam, Stockton, Ufton, Upper Radbourne and Wormleighton.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Road leading to the surgery from the south and east will be crossed by the Proposed Scheme, that it A423 Banbury Road, B445 Kinton Road and the A423 Leamington Road, leaving the facility potentially isolated from part of its catchment area.</p> <p>Both the A423 Banbury Road and the B445 Kinton Road will be subject to temporary closures to facilitate tie-in works with re-provided offline sections of road, which will carry the reprovided routes over the Proposed Scheme via two new overbridges. The A423 Leamington Road is subject to a temporary diversion while tunnelling and associated construction works are undertaken, which is 960m in length, thus potentially increasing journey times to the facility from the east. There will be an overlap in the closures of the A423 Banbury Road and the B445 Kinton Road, which will be limited to a couple of days. HGV traffic volumes on the Banbury Road have been assessed as being an additional 33% and therefore increases to journey times will increase.</p> <p>Duration of impact: Temporary stoppages of the A423 Banbury Road and the B445 Kinton Road will be limited to a couple of days to facilitate tie in works with new sections of highway. The temporary diversion of A425 will be in place for two years, with stoppages again limited to tie in works between new and retained highways.</p>
<b>Assessment of magnitude</b>	<p>Low: While road stoppages along the A425 Banbury Road and the B445 Kinton Road overlap, they are limited to a day during which the A425 Leamington Road will also be rerouted. This has the capacity to result in minor delay to journeys to the surgery from the east and south, potentially affecting patients at Harbury and Deppers Bridge. The catchment drawn from these areas is likely to be small; the duration of the effect is low (less than 1 month) and the facility accessed on a weekly or less frequent basis. There will be additional construction traffic using A425 however this increase is not considered to be so significant to cause a severance effect.</p>
<b>Relevant receptors</b>	Patients of St Wulfstan Surgery
<b>Assessment of sensitivity of receptor (s) to impact</b>	Low: A small proportion of the overall practice users will be affected, for a short time and would be able to access the facility via alternative routes.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.

Residual effect significance rating	Negligible – not significant
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## 2.13 Dallas Burston Polo Club

Table 13: Dallas Burston Polo Club community impact assessment record sheet

<b>Resource name</b>	Dallas Burston Polo Club
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource description/profile</b>	<p>Dallas Burston Polo Club is a private polo club which is located on the north-western side of Southam along the A25. The club has four international grade pitches set in spacious grounds where regular fixtures and tournaments are held, attracting a significant number of spectators during the peak of the season. Events are generally held once per month between April and September, with some attracting 3,000 spectators.</p> <p>Otherwise, the site holds livery services, a club house, restaurant and corporate facilities. The Club has 25 playing members and holds weekly training sessions, which attract approximately 200 users per week.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>The Proposed Scheme makes provision for a tunnel at this location to pass beneath the Polo Club and Long Itchington Wood to the north, with the tunnel entrance being sited just to the south of the A425 Leamington Road. To reduce disruption to traffic at this location during the two-year construction period, the Proposed Scheme diverts the A425 temporarily to the north of its current alignment and onto land used by the Polo Club. The area affected includes the main access to the Polo Club, together with about one quarter of an international grade polo pitch, the corner of a second and an adjoining area used for training purposes. The temporary loss of these areas will impact on the functioning of the Club and the facilities it is able to offer.</p> <p>Duration of the impact: It is estimated that the land would be required for about two years.</p>
<b>Assessment of magnitude</b>	<p>Medium: Sustained use of the site during the construction period will necessitate some reconfiguration of the pitches and training areas on the remaining part of the Polo Club estate and modifications to the site access arrangements to maintain a comparable offer. Conferencing and events facilities located elsewhere within the Polo Club Grounds will not be affected directly by the Proposed Scheme, except for their access arrangements. Given the length of time over which the land is required, the magnitude of the effect is assessed as medium.</p>
<b>Relevant receptors</b>	Users of Dallas Burston Polo Club
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: that the Club is a well-used facility with a programme of regular tournaments and training activities during the season, the impact is assessed as giving rise to a moderate adverse temporary effect on the Club and its players and visitors, which is significant
<b>Significance rating of effect</b>	Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant

## 2.14 Stoneythorpe Lodge

Table 14: Stoneythorpe Lodge community impact assessment record sheet

<b>Resource name</b>	Stoneythorpe Lodge
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	Stoneythorpe Lodge is a single rural dwelling which is located north of the A425 and to the west of Southam. It is bounded by Dallas Burston Polo Ground to the west.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Stoneythorpe Lodge falls within land which is permanently required for the realignment of the A425 Leamington Road. The land is the front garden of the property and represents approximately 50% of the overall residential curtilage.  Duration of impact: Permanent
<b>Assessment of magnitude</b>	Negligible: The loss of land from the residential curtilage of three residential properties is negligible in the context of the Community assessment.
<b>Relevant receptors</b>	Residents of properties of the Stoneythorpe Lodge
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.15 Users of the Harry Green Way (SM19)

Table 15: Harry Green Way (SM19) community impact assessment record sheet

<b>Resource name</b>	Harry Green Way (SM19)
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource description/profile</b>	The Proposed Scheme will cross the route of the Harry Green Way a 21 mile circular walk made up of a number of PROWs. The Proposed Scheme will cross the route of the Harry Green Way a second time at footpath SM19 as it passes through Bascote Heath. This is dealt with in a receptor sheet below.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Negligible as this part of the Harry Green Way crosses over the tunnelled section, passing adjacent to an ecological mitigation area.  Duration: The tunnelling works under this section of the route will be short in duration and likely to go unnoticed by any users of the route.
<b>Assessment of magnitude</b>	Negligible: This part of the Harry Green Way will remain open over the duration of the construction period.
<b>Relevant receptors</b>	Users of the Harry Green Way.
<b>Assessment of sensitivity of receptor (s) to impact</b>	Negligible: This part of the Harry Green Way will remain open over the duration of the construction period.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.16 Welsh Road Lock Cottage, Welsh Road

Table 16: Welsh Road Lock Cottage community impact assessment record sheet

<b>Resource name</b>	Welsh Road Lock Cottage
<b>Community forum area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Welsh Road Lock Cottage is located to the north-east of Bascote Heath along the southern banks of the Grand Union Canal.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Permanent loss of land from the residential curtilage in order to divert utilities in the area.
<b>Assessment of magnitude</b>	Negligible: The loss of land from the residential curtilage of three residential properties is negligible in the context of the Community assessment.
<b>Relevant receptors</b>	Residents of Welsh Road Lock Cottage
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.17 Dwellings at Bascote Heath

Table 17: Dwellings at Bascote Heath community impact assessment record sheet

<b>Resource name</b>	Dwellings at Bascote Heath
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	<p>Bascote Heath is a residential hamlet located to the north-west of Southam. It lacks any community facilities with the exception of the Fox and Hen public house close to the junction of Welsh Road. The hamlet falls within the catchment area for the Long Itchington Primary School and for GP surgeries and the secondary school at Southam.</p> <p>The hamlet also falls within the ecclesiastical parish boundary for St. Michael and All Angels Church at Ufton.</p> <p>A war memorial and cemetery are situated to the south of residential properties at Bascote Heath but are outside of the boundary of land required for the Proposed Scheme.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: isolation</b>	<p>Impact: Utility works along the B4452 Bascote Road at Bascote Heath will be necessary during construction of the Proposed Scheme. These works will not encroach upon or affect the War Memorial and residential properties fronting the road and access to properties the will be maintained during this time. However, as explained in the traffic and transport section of this report (section 12) increases in construction traffic are predicted both to the north and south of the hamlet at the junctions between the B4452 and the A425 Leamington Road in the south and Welsh Road to the north.</p> <p>Duration of impact: temporary; works in this area are likely to last for approximately 2 years although actual closures of highway are likely to be of very limited duration within this period. The A425 temporary realignment will be in place for about two years.</p>
<b>Assessment of magnitude</b>	Negligible: There will be a minor increase in traffic flows along the A425 Leamington Road resulting in minor effects to journey times out of the hamlet, including accessing the Long Itchington Church of England Primary School to the north and Southam College to the east on a daily basis, and to the Church of St. Michael and All Angels at Ufton to the south-west on a weekly basis. No significant congestion effects or delays to motor journeys from Bascote Heath have been identified.
<b>Relevant receptors</b>	Residents at Bascote Heath
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: There are no alternative unaffected routes and while closures are limited to a day for tie-in works, the highways are likely to be subject to significant traffic increases. Owing to the duration of the traffic increase and potential journey delays the sensitivity is considered to be medium.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.18 Dwellings at Ufton

Table 18: Dwellings at Ufton community impact assessment record sheet

<b>Resource name</b>	Dwellings at Ufton.
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource Description/Profile</b>	The village of Ufton is located approximately 3km west of Southam. The A425 passes through the village. The village has a small number of facilities, including a village hall, St. Michael and All Angels Church, a pub and some allotments, but lacks a school or GP surgery. It falls within the catchment for the Long Itchington Primary School and for Southam College and GP surgeries at Southam, Harbury and Bishops Itchington.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: isolation</b>	<p>Impact: The village of Ufton falls within the catchment area for the Long Itchington Church of England Primary School and Southam College. Both the A425 Leamington Road and the B4452 Bascote Road, which provide routes between the village and these schools, will be affected by works to construct the Long Itchington wood tunnel. There will not be a substantial increase in daily flows on this section of road, both generally and as a result of vehicles using the construction access track which is proposed between Ufton Hill and the Long Itchington Wood tunnel north portal and Longhole viaduct working sites.</p> <p>Duration of impact: temporary; works in this area are likely to last for approximately 2 years although actual closures of highway are likely to be of very limited duration within this period. The A425 temporary realignment will be in place for about two years.</p>
<b>Assessment of magnitude</b>	Negligible: The road closure will be limited to a few days during tie-in works. The road diversions will ensure that accessibility is maintained along the route over the duration of the works. Users are also able to access Southam using an alternative route along B452 (which is subject to short term utilities works). Minor increases in traffic are predicted at the junction of the A425 Leamington Road and the B4452 Bascote Road and also at the junction of Welsh Road and the B4452 Bascote Road to the north. The magnitude of the effect is low.
<b>Relevant receptors</b>	Residents in Ufton
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: Residents are dependent upon Southam for secondary schooling facilities. While Ufton is in the catchment for the primary school at Long Itchington which can be accessed via Bascote Heath without significant disruption, routes to Southam will be affected by the Proposed Scheme which will be subject to major traffic increases. Recognising the dependency of residents of Ufton on using these routes on a daily basis for journeys to school, the construction of the Proposed Scheme together with the routing of construction traffic through the centre of the village, the sensitivity of the receptor to the impact is medium.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.19 Users of Centenary Way

Table 19: Users of Centenary Way community impact assessment record sheet

<b>Resource name</b>	Centenary Way
<b>Community Forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Recreational
<b>Resource Description/Profile</b>	The Centenary Way is a 158km route that runs from Shipston-on-Stour in the south of Warwickshire to Kingsbury in the north. The route heads north out of Ufton to cross the Grand Union Canal at Longhole Bridge. Part of the route of the Centenary Way falls within the boundary of land required for the construction and operation of the Proposed Scheme.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity</b>	<p>Impact: Earthworks associated with embankments and the north tunnel portal works will be visible from the Centenary Way in this location. Additionally, during the construction of the Proposed Scheme, it is likely that some materials will need to be transported to the work sites for the Long Itchington Wood north portal and the Longhole Viaduct via a purpose built construction access road in the vicinity of Wood Farm, to the north of Ufton. This construction access route will initially run along the existing access track serving Wood Farm, from the A425 at Ufton Hill, the first 350m of which also forms part of the Centenary Way long distance footpath. The inclusion of this section of the Centenary Way within the boundary of land required temporarily for the construction of the Proposed Scheme will therefore impact on people walking this route.</p> <p>Duration: About three years</p>
<b>Assessment of magnitude</b>	Low: The combination of minor traffic and visual impacts affect the Centenary way in this location.
<b>Relevant receptors</b>	Users of Centenary Way
<b>Assessment of sensitivity of receptor (s) to impact</b>	Medium: The shared use of the track by construction vehicles will compromise the functional value and enjoyment of this section of the route, which results in a medium sensitivity of impact.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No other measures identified
<b>Residual effect significance rating</b>	Minor adverse – not significant

### 3 Community impact assessment record sheets for operation

#### 3.1 Five dwellings at Banbury Road in the vicinity of Starbold Farm and Harp Farm

Table 20: Five dwellings in the vicinity of Starbold Farm and Harp Farm community impact assessment record sheet

<b>Resource name</b>	Five dwellings at Banbury Road in the vicinity of Starbold Farm and Harp Farm
<b>Community forum Area</b>	CFA16 –Ladbroke and Southam
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	<p>Five dwellings in the vicinity of Starbold Farm and Harp Farm, Banbury Road Southam. These properties are individual residential properties that are located along the A423 Banbury Road, approximately 1.1 miles to the south of Southam. These are The properties that will be affected are, Harp Farm and the Oaks, which are situated on the east side of the A423 Banbury Road to the south of the Proposed Scheme; and Starbold House Farm, The Stone House, and The Loft which are situated on the west side of the A423 Banbury Road to the south of the Proposed Scheme.</p> <p>All properties rely on Southam for day-to-day services including primary and secondary schooling and medical facilities.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Amenity</b>	<p>The dwellings remain affected by noise and visual effects which result in an amenity effect.</p> <p>Duration of the impact: Permanent</p>
<b>Assessment of magnitude</b>	High: Harp Farm, The Oaks, Stone House, The Loft and Starbold House Farm all experience major visual and noise effects.
<b>Relevant receptors</b>	Residents at Harp Farm, The Oaks, Stone House, The Loft and Starbold House Farm.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: The sensitivity of residential receptors is considered to be high for all types of impacts.
<b>Significance rating of effect</b>	Major adverse – significant



## 4 Public Rights of Way survey results

### 4.1 Survey process

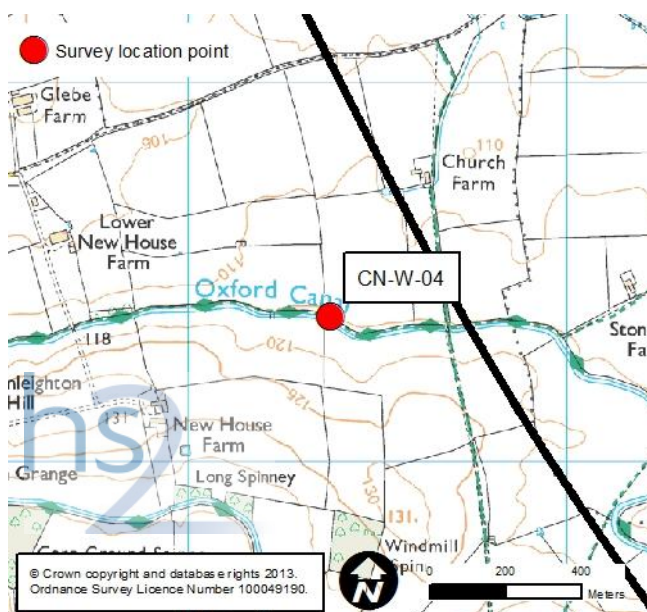
- 4.1.1 PRow surveys have been undertaken to collect primary survey data on the use of promoted walks, cycleways, bridleways or byways that may be affected by the Proposed Scheme. The information collected helped to identify the sensitivity of the open spaces and promoted routes and their users to potential losses, isolation or and/or amenity effects.
- 4.1.2 The PRow surveys took place on one weekend day (continuously from 08:00-18:00) in rural areas or one weekday (continuously from 07:00-19:00) in urban areas, with all users of the PRow counted during those time periods. Users that came and returned during the course of the survey period along the same PRow would have been counted on the outward and return journey. The PRow surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRow surveys.

### 4.2 Oxford Canal Walk

#### Site overview

- 4.2.1 The Oxford Canal Walk is a 123km (77 mile) long-distance path, which follows the waterway from Oxford to Hawkesbury. The section of the path in question follows the sinuous course of the canal between Wormleighton and Priors Hardwick. The area has been assessed as being within the 'Radstone and Ironstone Fringe Tranquil Area'. The path is located along the northern canal banks and is made up of hard standing and unmade ground. It is enclosed by grass at both sides, and bounded by trees and hedgerows to the north and the canal watercourse to the south. There are few crossing points along this section, which makes this a linear rather than a circular walking route. This section of the Oxford Canal is located 1.3km to the north of Wormleighton.

Figure 1: Oxford Canal – site map



## Relationship between the site and HS2

- 4.2.2 The Oxford Canal Walk is crossed by the route of the Proposed Scheme approximately 1.3km north of Wormleighton, between Stoneton Farm and New House Farm
- 4.2.3 The walk and towpath fall within the area of land required temporarily and permanently for the Proposed Scheme, at the point indicated above.
- 4.2.4 There is not anticipated to be any loss of use of the footpath as the north bank will be maintained as a footpath and towpath throughout the construction period. There will be temporary change in amenity for users of the footpath through the construction of the Proposed Scheme.

## Survey dates and times

- 4.2.5 Surveys were undertaken at the following times:
- summer:
    - Saturday 1 September 2012, throughout the day (sunny clear day).

## Survey points and zones

Table 21: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Canal towpath	15 minutes	At least 2 hours between surveys.

## Key findings and observations

- 4.2.6 The usage shown in the following sections is total usage for the day.

## Users per day by type

- 4.2.7 There were a total of 55 users observed on this section of the Oxford Canal Walk during the survey. The majority of these were cyclists (62%), all other users were pedestrians.

Table 22: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad bike	Vehides	
Summer surveys									
Weekend [08/09/2012]	0	20	1	0	0	34	0	0	55

## Summary of key findings

- 4.2.8 Surveys during the weekend summer survey period showed that cyclists were the most commonly observed users of this part of the Oxford Canal Walk. The path is also well used by pedestrians.

## 4.3 Harry Green Way

### Site overview

- 4.3.1 The Harry Green Way is a 33km (21 miles) circular walk linking eight villages around Southam. The section of the Harry Green Way crossed by the Proposed Scheme is located to the east of Ladbroke Village at Windmill Hill. The Proposed Scheme will also cross the route of the Harry Green Way footpath as it passes through Bascote Heath.

Figure 2: Harry Green Way – Site Map 1

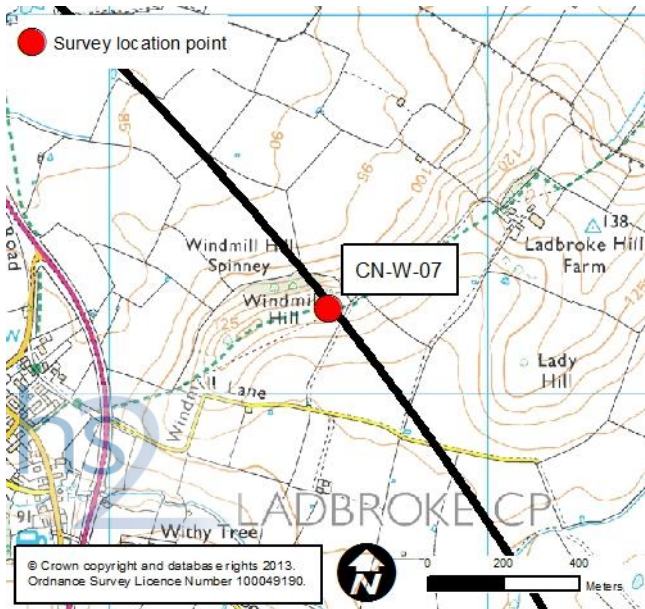
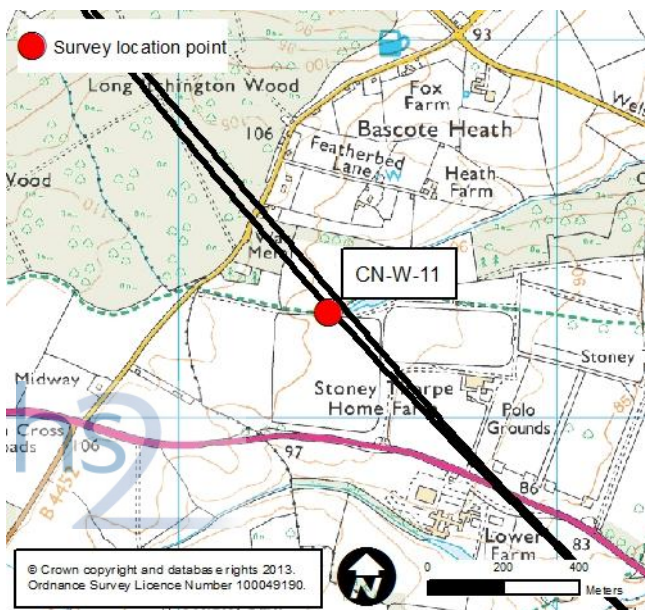


Figure 3: Harry Green Way – Site Map 2



## Relationship between the site and HS2

- 4.3.2 The Harry Green Way is crossed by the Proposed Scheme in two locations: to the east of Ladbroke Village at Windmill Hill and where the Harry Green Way passes through Bascote Heath.
- 4.3.3 The Proposed Scheme would cross the Harry Green Way at Windmill Hill, the footpath would be permanently rerouted, but the works are phased in such a way to maintain continuity throughout the construction phase. There would be a change in amenity for users of the footpath due to visual impacts and changes in noise levels.
- 4.3.4 The Proposed Scheme would cross under the Harry Green Way at Bascote Heath in a bored tunnel. There is not anticipated to be any loss of use of the footpath or amenity impacts.

## Survey dates and times

- 4.3.5 Surveys were undertaken at the following times:
- summer:
    - Sunday 26 August 2012, throughout the day (sunny clear day) – survey point 1; and
    - Sunday 9 September 2012, throughout the day (sunny clear day) – survey point 2.

## Survey points and zones

Table 23: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1 (CN-W-07)	Link north from Windmill Lane	15 minutes	At least 2 hours between surveys.
Survey Point 2 (CN-W-11)	Link from Bascote Road east bound	15 minutes	At least 2 hours between surveys.

## Key findings and observations

- 4.3.6 The usage shown in the following sections is total usage for the day.

## Users per day by type

- 4.3.7 At survey point 1 there were no users observed on this section of the Harry Green Way during the survey.

Table 24: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad bike	Vehicles	
Summer surveys									
Weekend [08/09/2012]	0	0	0	0	0	0	0	0	0

- 4.3.8 At survey point 2 there were 18 users observed on this section of the Harry Green Way during the survey. All of the users were pedestrians.

Table 25: Number of users at survey point 2

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad bike	Vehicles	
Summer surveys									
Weekend [08/09/2012]	4	14	0	0	0	0	0	0	18

### Summary of key findings

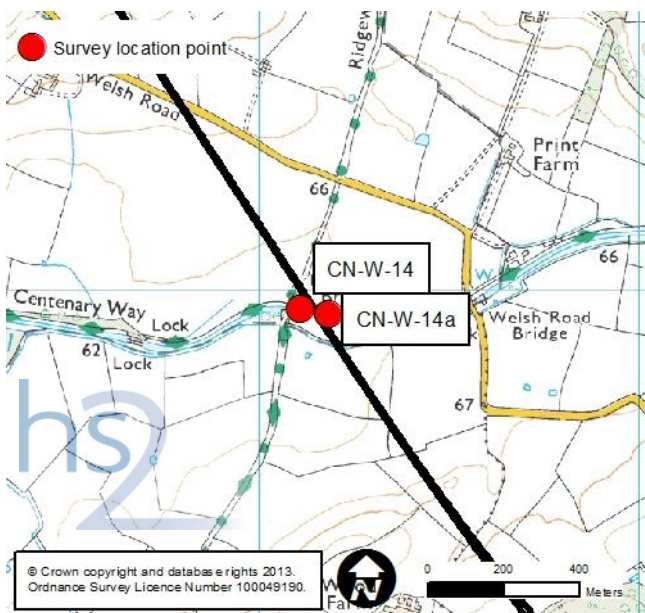
- 4.3.9 Surveys during the weekend summer survey period showed that there were no users observed at survey point 1 on the Harry Green Way. Surveys at survey point 2 showed that only pedestrians were observed using the Harry Green Way at Bascote Heath.

## 4.4 Centenary Way

### Site overview

- 4.4.1 This public right of way forms part of the 158km (98 mile) Centenary Way named trail which opened in 1991 to celebrate 100 years of Warwickshire County Council. The route runs from Shipston-on-Stour in the south to Kingsbury in the north. This section of the Centenary Way is located 3.4km to the north west of Southam and 4.6km west of Royal Leamington Spa.

Figure 4: Centenary Way – site map



### Relationship between the site and the Proposed Scheme

- 4.4.2 The route of the Proposed Scheme would cross the Centenary Way at this point on a viaduct, running in an approximate north-south direction.
- 4.4.3 The land required to construct the Proposed Scheme abuts the Centenary Way where it joins the tow path for the Grand Union Canal on the north side of the canal, the

Centenary Way does not fall within any land required for construction of the Proposed Scheme.

- 4.4.4 There may be effects on the amenity of the footpath (i.e. due to a combination of noise and visual intrusion) through both the construction and operation of the Proposed Scheme; these are reported in Section 2 of this appendix.

### *Survey dates and times*

- 4.4.5 Surveys were undertaken at the following times:

- summer:
  - Saturday 19 August 2012, throughout the day.

### *Survey points and zones*

Table 26: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Road bridge	15 minutes	At least 2 hours between surveys.

### *Key findings and observations*

- 4.4.6 The usage shown in the following sections is total usage for the day.

#### **Users per day by type**

- 4.4.7 There were 25 users observed on the day of the survey, the majority using the footpath were pedestrians although significant proportion of those using the path were cyclists.

Table 27: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad bike	Vehcles	
Summer surveys									
Weekend [09/09/2012]	0	12	2	0	0	11	0	0	25

### **Summary of key findings**

- 4.4.8 Surveys during the weekend summer survey period showed that path was used by a total of 25 people, with 14 pedestrian users and 11 bicycle users.

### *Factors affecting assessment*

- 4.4.9 The route of the Proposed Scheme will cross the Centenary Way. The construction of the Proposed Scheme may impact on the amenity of those using the walking route as a result of noise and visual impact